## WANTTHETRAINSRESTORED

Citizens of Muncie and Anderson Up in Arms Against Big Four Officials.

Boycott Threatened if Morning Trains Are Not Put Back-The Toledo & Chicago Bee-Line to Be Built-Schedule Changes.

When A. G. Wells left the Peoris & Eastern to take the superintendency of the Beeline division of the Big Four system he thought he would have, comparatively speaking, an easy time. It is one of the best divisions in the Big Four system, well equipped, passes through the best towns in the State, and there seemed to be no reason that matters should not move along smoothly; but, unfortunately for him, just at the time he took the position two important trains on that division were transferred to run via. Springfield and Columbus to Cleveland. These were really looked upon as being the best trains run over this division, and until they are restored Mr. Wells will likely be annoyed to an extent which will worry him. As an official Mr. Wells is making himself very popular on the line, and those who have met him have become satisfied that he will do all in his power to meet the wishes of the patrons of the road, as is evidenced from the follow-

ing clipped from the Muncie Times: Yesterday A. G. Wells, superintendent of this division of the Big Four road, was in Muncie just long enough to leave some very satisfactory news. He said to Ticket Agent Gribben: "You tell that Muncie newspaper-the Times-that am doing everything possible to relieve the citizens of your city and along my line of existing difficulties, and, if it is at all possible. Will have the fast trains restored where they belong. If not, I will put on an early morning train east to Union City and arrange with the government for the transportation of tied mail-pouches that will deliver the Indianapolis mail and papers at an early hour, and give a morning train east to

The citizens of Anderson seem to be more disturbed over the matter than are the Muncie people. The Anderson Bulletin says: The scandalous and utterly unbusinesslike manner in which the Bee-line railroad has treated Anderson business men the past six weeks is having its effect Freight receipts on that line are falling off at an alarming rate, and they will fall off more unless there is a change at once. Agent Kemmery is doing all in his power to ac commodate shippers and passengers, but the short-sighted and niggardly actions of the company renders him practically powerless to do anything. Here is a pointer for Mr. Wells and his road: Unless he gets here soon and explains. or puts more trains and better service for his patrons at Anderson in operation at once, he will smell a boycott that will cause him to squirm worse than Wellington's letter to Shotwell did. Anderson has had enough of Bee-line hoggish-

Determined to Build the Road.

A special dispatch to the Journal from LaPorte, Ind., says: A party of railroad capitalists, contractors and civil engineers, projectors of the new Toledo & Chi cago Bee-line railroad, arrived in this city Saturday night via a tally-ho coach and six horses, by which means they are traveling over the proposed route of the road from Toledo to Chicago, having left the former place last Tuesday. The proposed road is to run from Toledo, O., to Goshen, Ind., between the old air-line of the Lake Shore road, and from Goshen to Chicago will nearly parallel the Lake Shore. Work on the eastern end of the road has already commenced, and the contract for building the entire road has been let to Donald McLean, who is backed by the powerful Brice and Thomas syndicate. The party was handsomely entertained here by Mr. and Mrs. J. P. Johnston, who also invited the Mayor and leading citizens to be present at the ban-quet. The party dispersed here until next year, when they will return and go over the road from here to Chicago. The gentlemen composing the party consisted of Hon. R. C. Bell and Judge Alden, of Fort Wayne; Ben Reynolds, contractor of the projected road, and R. N. Ingalls, civil engineer, of Cincinnati; R. Paul, civil engineer; Elmer White, proprietor of the Bee; George H Ketcham, president of the First National Bank; G. Y. Hadley, R. R. Kinkade, George C. Scott, all of Toledo; Donald McLean, expresident of the Pacific Short-line railroad and general contractor of the Chicago & Bee-line railroad, and his private secretary, Mr. Scraggs.

At Goshen, last week, a large and enthusiastic meeting was held in the interest of the proposed line. Elmer White briefly reviewed the work up to the present time and called upon Senator Bell, of Fort Wayne, the attorney for the syndicate, who was most positive in his statements that the line would be built and that as rapidly money and brains could do There were no "ifs" and "ands the Senator's remarks: every thing was positive. Already teams and men are being concentrated for the work, while engineers are getting ready to make the necessary additional surveys. Everything will be rushed. After Senator Bell had closed the contractor, Ben Reynolds, was called upon, who briefly stated that within sixty days he proposed to have two thousand teams on the line, and that he would put the road through faster than any similar line of road had been constructed. The meeting resulted in convincing skeptics that the day of passed, and that soon material evidences would be there to convince them that the road was not being built on wind.

Will Not Inaugurate a Rate War. The Chicago & Alton has no intention of inaugurating a rate war, but, after the meeting of the managers, regards itself as a free and independent line, ruled out of the Western Passenger Association, and at liberty to adopt any measure that may be required to preserve equality with its competitors, and without waiting to consult anybody. The Alton managers gave it out yesterday that they are determined to avoid trouble as long as the associated lines evince the same disposition, and will not take the initiative in any step likely to bring about a demoralization of passenger rates. The Alton people also say that if they are forced into a fight they will endeavor to make a vigorous defense. Should the other Western roads proceed to make through excursion rates from competitive points into territory which the Alton cannot reach on account of the boycott, the latter will immediately protect itself by a reduction of local rates. Chairman Finley has called a special meeting of the Western Passenger Association for next Thursday to pass upon matters that were postponed at the regular meeting. Trouble is looked for at the meeting. The Rock Island and the Chicago, St. Paul & Kansas City roads, which have defended the Alton's position. will, it is surmised, refuse to bind themselves to any agreement that will place them at a disadvantage as competitors of the Alton. A disruption of the association, it is said, may yet ensue unless the Alton is taken back into the fold.

Radical Changes in Time Schedules. On Sunday next the Pennsylvania and the Vandalia lines will make several radical changes in the running time of their fast trains, shortening the time between St. Louis and New York one hour and a half, and between Chicago and Louisville and Chicago and Cincinnati one hour. Under the new schedule Train 20, going east, will leave St. Louis at 7:30 A. M., reaching Indianapolis at 1:55 P. M., leaving over the Pennsylvania line at 2 P. M., reaching New York at 2:30 P. M. next day, making the run in twenty-two hours and a balf. Coming west, Train 20 will leave New York at 3 P. M., one hour later than now, reach indianapolis at 1:25 P. M. next day, leave Indianapolis over the Vandalia for St. Louis at 1:35 P. M., reaching St. Louis at 8 P. M. It will be seen that the Vandalia, under the new schedule, makes the run between Indianapolis and St. Louis in six hours and twenty-five minutes, the fastest regular time ever made between Indianapolis and St. Louis, and the time of Trains 20 and 21, east of Indianapolis, is the fastest yet scheduled. Between Chicago and Louisville the time is shortened, Train 18. leaving Chicago at 9:30 A. M., reaching Indianapolis at 8:15 P. M. and Louisville at

19 will leave Louisville at 8:45 A. M., leave Indianapolis at 11:45 A. M. and reach Chicago at 5:30 P. M.

Personal, Local and General Notes. D. B. Martin, general passenger and ticket agent of the Big Four lines, will be in the city to-day.

The Northern Pacific is first in the field announcing harvest excursions-one on the 22d of July and another Aug. 4. G. W. Alexander has been appointed to represent the passenger department of the

Peoria & Eastern at Peoris, Ill. J. E. Burke has been appointed Eastern passenger agent of the Louisville & Nashville, vice William McGebhenay, resigned George S. Sipp, in charge of the car service on the Chesapeake & Ohio road, has been in the city a day or two visiting

General Manager McDoel, of the Louis-ville, New Albany & Chicago road, was in the city yesterday, en route from French Lick Springs to Chicago.

The Ohio & Mississippi begins to feel the movement of the new wheat crop. The first week in July the road earned \$85,285.99, an increase of \$11,155 over 1890. A meeting of the Chicago & Ohio River

Association (freight men) has been called for Tuesday next at the Bates House, this Walter Nichols, formerly the Bee-line

passenger agent at this point, is now chief clerk in the general freight and passenger office of the Cincinnati, Jackson & Mackinaw road.

The Wabash people are increasing their side-track room between St. Louis and Toledo this season some twelve miles, which will greatly expedite the movement of trains when traffic becomes heavy. H. C. Parker, traffic manager of the Lake

Erie & Western, went to Chicago last night to attend an important meeting of the executive committee of the freight department of the Central Traffic Association. The earnings of the Indianapolis, Decatur & Western, both gross and net, in the first six months of 1891, were the largest of

any like period in the history of the road. Increased earnings are shown in both freight and passenger traffic. Henry Waite, who has just been appointed engineer of maintenance of way of the St. Louis division of the Big Four, is a grandson of the late Chief-justice Waite

and nephew of C. C. Waite, president of the Columbus & Hocking Valley road. The general freight agent of the Baltimore & Ohio road states that the company has already contracted to carry six thousand car-loads of wheat this month and

next. This amounts to 3,500,000 bushels, and will be exported as fast as received. The surveying party to locate the route of the Indianapolis, Logansport & Chicago road began their work yesterday at the junction of the Panhandle and Vandalia railroads, and will work south to Indianapolis as rapidly as possible. The direct ors say the success of the project is assured

A time war on shipments of live stock from Kansas City to Chicago is now in progress. On Friday last the Chicago, Burlington & Quincy hauled a train of nineteen car-loads of stock from Kansas City to Chicago, 488 miles, in eighteen hours. The time of their fast express passenger train is fifteen hours.

The official statement of the Railway Officials' and Employes' Accident Association shows that in the fiscal year ending with June 30 the membership increased 20,662, making it the largest railway organization in membership in this country. There is not a State in the Union which is not represented in the association.

Much to the surprise of freight men, the Central Iowa has become a member of the Kanawha Dispatch, a Big Four and Chesapeake & Ohio freight line. It looks as if President Ingalls was heading off the C., H. & D. at Peoria, should it secure control of the Indianapolis, Decatur & Western and use it as a part of a Peoria line.

The American Ticket Brokers' Association threatens to bring suit against Chairman Findley and the roads in the Western Passenger Association under the law of Illinois for conspiracy in the Miller case to injure the business of the scalpers. Some prominent attorneys assure them that they have good grounds for such an allegation. George Frey, who is interested in seven ticket-scalping offices at different points, was in the city yesterday looking after the one he is interested in here. Mr. Frey says should the business of the scalpers the last six months of 1891 be as good as it has been in the first six months it will be one of the most prosperous years that the scalpers have ever experienced.

A number of the roads are vying with each other for the production of novelties in circulars and time-cards for the G. A. R. encampment. W. H. Fisher, of the Columbus & Hocking Valley, has issued one in the form of an American flag when folded. When opened it presents a complete time schedule, in various colored type. It is a neat and attractive advertisement.

Traffic Manager Jay Cox, of the World's Columbian Exposition, who has just returned to Chicago from New York, says the steamship companies show a decided disposition to do everything in their power to secure reasonable rates from European ports to the Atlantic sea-board, and will hold a meeting this week to discuss the matter and by joint action refer it to their European managers for final action.

James Barker, general passenger agent of the Louisville, New Albany & Chicago. has created quite a stir by placing tickets of the Monon on sale at the Auditorium Hotel. Chicago. A half dozen roads, the Chicago & Eastern Illinois being of the number, are now determined to place tickets on sale at the same place, and it will likely lead to re-establishing ticketoffices again in the principal hotels of that

The passenger department of the Flint & Pere Marquette road has issued a notice that the road has canceled a former circular by which it rejected all tickets and mileage-books not issued by it, and the acceptance of mileage tickets of the following roads is announced: The Cincinnati. Hamilton & Dayton, the Lake Shore, the Toledo & Ohio Central, the Columbus & Hocking Valley, the Toledo, St. Louis & Kansas City and the Wheeling & Lake

Indianapolis is becoming an important point for the Pullman company. There are handled at this point, daily, forty-nine Pullman sleeping-cars, not including the extras and specials, of which there are a number almost daily. Tipton Leyton, in charge of their business at this point, has ten men employed in keeping the cars in order, seeing that the dining cars are properly provided for and looking after other detail matters in connection with running so large a number of cars.

When the Bee-line and the Big Four were consolidated the power of the Bee-line was in excellent condition, while that of the Big Four had been considerably run down. Since the consolidation, of the Big Four power seven light engines have been sold and the other seventy-three have been through the shops and practically rebuilt. Now the shops will be put at work rebuilding the Sandusky division engines and the old Cairo & Vincennes engines, a number of which are still in service, but needing

more or less repairs. It transpires that very little headway has been made in the movement abolish unlimited tickets in the territory of the Trunk-line, Central Traffic and Western Passenger associations. The resolution adopted by the roads east of Chicago to abolish such tickets May 1 was never really put into effect by all the interested lines, and now the scheme has received a backset that will probably kill it entirely. Those roads baying connection with what is known as the Buffalo agreement have repudiated the movement, and declared their intention to continue doing business

on the old plan. Last week the east-bound shipments of freight by all Chicago railroads aggregated 54,534 tons, against 31,692 for the preceding week, and 64,084 for the same period last year. At the same time the lake lines carried eastward from that point 84,750 tons of freight. The shipments of flour, grain and provisions from Chicago to the sea-board by the roads in the Central Traffic Association amounted to 12,751 tons, against 13,309 for the week previous, a decrease of 558 tons; against 18,886 for the corresponding week last year, a decrease of 5,335 tons. The Vanderbilt lines carried 47 per cent. of the business, the Pennsylvania lines 24 per cent, the Chicago & Grand Trunk 14 per

cent., the Baltimore & Ohio 15 per cent. So well known are Austin Corbin and the Maxwells in the West, owing to their long connection with the Ohio, Indiana & Western, that their railroad career in the East becomes a matter of interest here. New York papers mention the fact that Austin Corbin has resigned as a director of

that Mr. Corbin, being a far-seeing man, has sold his stock and retires when the New Jersey Central is at its zenith. With the completion of the Port Reading road the New Jersey Central will lose an enormous tonnage of freight, 2,500,000 tons in coal alone annually, and with this opening its entire length for business rates will likely drop, as the Port Reading has light grades, a light bonded debt, and can handle business at less cost than can the New Jersey Central. Mr. Corbin is also in the Port Reading, and thinks it has a bright future. His success on the Long Island road has led Mr. Corbin to believe that his judgment as to good investments has improved since he left the O., I. & W.

CULLINGS FROM THE COURTS.

A Suit Involving Transactions in Bank Stock

and Payment of Dividends. The State Bank of Chanute, Kan., entered suit in the federal court, yesterday. against Frank M. Stoy, Peter R. Stoy and Newland T. DePauw, of New Albany, for \$5,000 alleged to be due on the bond of Frank M. Stoy as secretary and cashier of that bank. The petition charges that the defendants were sureties on that bond, in consideration of which Frank M. Stoy was appointed, Oct. 1, 1887, cashier of the bank, which position he retained until Jan. 15, 1890; that Cashier Stoy conspired with E. B. Daniels to deliver to the latter 145 shares of the bank's stock of the par value of \$14,500, and then worth \$7,250, and also wrongfully paid to Daniels \$870 as dividends upon the stock. These shares, the petition alleges, were paid for in worthless notes, by reason of which the bank lost \$8,320. It further charges that Stoy paid himself \$24.80 dividends upon stocks purporting to be held by him, but which was never paid for; that Stoy caused to be published in the bank statement that \$25,000 of the capital stock had been paid in and received by him, whereas only half that amount had been paid, the remainder being represented only by worthless notes of the cashier and Daniels; that Stoy conveyed to Daniels \$2,300 without any consideration in return, and concealed the transaction from the directors; that he lost \$1,500 by loaning the bank's money on worthless notes of a milling company, which he knew was in bad condition; that the bank was never solvent, but that Stoy, E. B. and C. C. Daniels constituting a majority of the board of directors had declared dividends and wrongfully paid \$2,910 to the trio in that way.

The Byram & Sullivan Insurance. Norman S. Byram, trustee for Byram & Sullivan, filed three more suits in the federal court yesterday, the defendants being the Springfield Fire and Marine Insurance Company, of Springfield, Mass., the Northern Assurance Company, of London, England, and the Ætna Insurance Company, or Hartford. The amounts asked for are \$6,000, \$4,000 and \$6,000, respectively, which represent the policies held by Byram & Sullivan in those companies. The complaints, in each instance, are identical with those filed Saturday, except, of course, as to the amounts involved.

A Father Asking for His Child. The Circuit Court room yesterday was well filled with friends, neighbors and witnesses for John Lutes and Kissier Heath, the former plaintiff and the latter defendant in a case concerning little Golda Lutes, daughter of John by his first wife, who died. Lutes's second wife, it was shown, mistreated the child, who was put in charge of her grandmother, the defendant. The grandmother refused to give her up when Lutes demanded the child.

Notes from the Dockets. Charles J. Ball, of St. Louis, brought suit in the federal court vesterday against Shover & Dickson, the ice manufacturers of this city, to recover \$7,000 alleged to be due on the purchase of an ice machine with a capacity of twenty tons daily, the contract price for which was \$15,000. The suit 18 brought on promissory notes.

Moses Allen, who stole pigs the Fourth of July last year, and was sent to the Prison North for one year, was yesterday sentenced by Judge Cox to the work-house for sixty days for a similar offense on the 4th of this month. Allen pleaded guilty. He has been out of the penitentiary only a few

Fred Gollneck, a South Bend saloon-keeper, was arrested yesterday by the fed-eral authorities, charged with violating the internal revenue laws. He was released on a two-hundred-dollar bond. Anna M. Green qualified yesterday as

executrix of the will of her husband, John

Green. Stephen E. Urmston qualified as administrator of the estate of James A. New, giving bond for \$40,000. The trial of criminal cases will begin in

the federal court to-day, and it is thought they can all be disposed of before the close of the week. The Court Record.

SUPERIOR COURT. New Swits Filed Calvin Monroe vs. Homer Franklin; notes Demand, \$120.

Joseph A. Nesbit vs. Thomas A. Wright: note. Demand, \$200. CRIMINAL COURT. Hon. Millard F. Cox. Judge.

State vs. William Embers; petit larceny, Plea of guilty. Sentence to thirty days in the work-house. State vs. Moses Allen; petit larceny. Plea of guilty. Sentence of sixty days in the | that the work of the national organizer work-bouse. CIRCUIT COURT.

Hon. Edgar A. Brown, Judge. John Lutes vs. Kissier Heath et al.; h beas corpus. Trial by court.

That Queer Boycott at Frankfort. To the Editor of the Indianapolis Journal: Eight saloon-keepers out of fourteen hav

conspired to boycott Agent Beaver, of the Vandalia, who, as councilman, refused to divide up the yearly license of \$250 into quarterly payments, offering as an excuse the protests of a large number of citizens, who feared it would result in financial loss to the city and increase the number of irresponsible saloon-keepers. The better class of saloon-keepers opposed it, and only signed a petition for it because they were in the business. It is not thought the boycott of the beer-sellers will materially affect the dividends of the Vandalia, but has in reality increased the business at this ANTI-BOYCOTT. point.

FRANKFORT, Ind., July 13. A Democratic Opinion of Senator Sherman,

Augusta (Ga.) Chropicla. It is inspiring to see a man standing up squarely to his convictions in the face of clamor or defeat. Senator Sherman, of Ohio, is not an ideal statesman. The Chronicle would never select him for a model. And yet he has a certain kind of steadfastness and grit which challenge admiration even among those who differ from him politically. There is a free silver tint in the air in Ohio-and this is not contined to either party. Senator Sherman denonnees this financial mania and declares that he would not be true to his convictions of what is best for the good of his constituents if he did not frankly and firmly stand by his opinions, whatever may be the effect upon him personally.

Preparing for a Crowd.

Detroit Free Press. The wise bachelor is now very attentive to his married friends. He calls at their houses as often as possible and mildly insinuates that he is open for an engagement to board during the time the Grand Army reunion is held in this city. There will be such a scramble for meals in all the restaurants and hotels that it is only fair to give this hint to such lone and lorn men about town as have not already thought of the emergency. By all means have somebody invite you to visit him during that week.

The Real Gentry.

The Bostonese are getting to be very "English" when their newspapers, in reporting festivities at the shore resorts. speak of the "resident gentry." The "resident gentry" at most of the sea-shore towns in Massachusetts are honest old farmers or fishermen, who eat beans with a knife and dig clams for a living.

Democracy's Free Principles.

Philadelphia Press. Free trade, free coinage and free whisky 7:20 P. M. The same train number, the train the New Jersey Central on account of a being divided at Kokomo, will reach Cincolness which has sprung up between him nowadays—everything free but a free balminnesota, Wisconsin and Michigan north-

UNION OF RETAIL CLERKS

The National Convention of That Class of Industrious Men and Women.

Mayor Sullivan Gives Them a Hearty Welcome to the City-Organized to Support the Demand for Less Working Time.

The Retail Clerks' Protective Association of America began its first annual reunion in True Friends Hall, When Block, yesterday morning. The president, George M. Eby, of Duluth, Minn., was not present and the first vice-president, Miss Mary Burke, of Findlay, O., presided, W. S. Pittman, of Logansport, being the secretary. The other officers present were Second Vicepresident A. B. Theilbar, Peoria; Treasurer James Morrow, St. Paul; National Organizer A. B. Leobenberg, Indianapolis. The associations entitled to representation are in the following cities: Indianapolis, St. Paul, Duluth, Peoria, West Superior, Wis .: Defiance, O.; Ft. Wayne, Kaneas City, Kan.; Kansas City, Mo.; Huntington, Ind.; Kokomo, Ashland, Wis; Grand Rapids, Tacoms. Wash.; Ottawa, Ills; Tiffin, O.; Pueblo, Col.; Lafayette, Peru, Salt Lake City, Cleveland, Anderson, Des Moines. Before any business was taken up Mayor

Sullivan was introduced to make an address of welcome, when he said he had "come for the purpose of telling those of you who do not live here that which any member of this organization in Indianapolis knows already how earnestly, heartily and cordially you are welcome to Indianapols." He thought are welcome to Indianapols." He thought they did wisely to select this city as the place of holding their first meeting of their national body. "Not only," he continued, "is it situated in the center of the population of the United States; not only is it a beautiful city filled with life, energy and hospitality, but it is a city where you will have a pleasant time and opportunity to transact such business as opportunity to transact such business as you deem necessary for the good of your order. You have come to a place first of all in appreciation of those rights which belong to mankind in general-the right of enjoying all blessings and benefits that God intended his children to have without fear or favor from any one; always, of course, having due regard and respect for the rights of one's neighbor. It seems to me this is an age of recognition of the rights of men. The permanent feature of this age is certainly organization. All bodies and occupations seem to have awakened to the fact that the individual standing by himself, no matter how impor-tant he may think himself to be, is really as a matter of fact a very insignificant and unimportant person; and the further fact that this same individual, when standing side by side with his fellow-men, keeping step with those with whom he is associated for some common purpose, marching to a common tune becomes strong in his organization, and strong, also, as an individual That fact is recognized in this city of Indianapolis more, so far as my knowledge goes, than anywhere else, and so you did wisely in selecting this city as the place of your assembly. You come to the home of your friends, to those who sympathize with you in the objects of your organization. You are really, truly welcome. We hope your deliberations will be guided by wisdom, and that you will do all things needful for the objects for which you are organized We are entirely in sympathy with you in your objects and call as stated in your con-

stitution." [Applause.] The Mayor's speech was replied to by James Morrow, of St. Paul. "The retail clerks," he said, after thanking the Mayor for his welcome, "have been subject for a number of years to a custom unnecessary, unjust and unchristian, they have been required to remain in stores from 7 in the morning until 9, 10 and 11 o'clock every night. The strain on their physical and mental system has been great, and has brought about a sentiment for early closing, and also for closing on the Sabbath. Our organization has not been for the sole purpose of securing the closing of stores on weekday evenings, or for the suspension of business on Sunday, a day which has been set aside by the Almighty. We meet in a spirit of brotherhood, and organize that we may stand together as brothers for the good of all."

The chairman appointed A. B. Loeben-berg, Indianapolis, James Morrow, St. Paul. and A. B. Theibbar, Peoria, a committee on credentials, and the convention took a recess for dinner.

The afternoon session opened with Miss Burke in the chair. She casually remarked that she was not versed in parliamentary procedure, but as business went on it began to appear that she was not altogether a novice. The report of the committee on credentials showed twenty-tour accredited delegates present. The absence of the president was given out as due to the fact that he was no longer qualified to be a member as he had become a proud proprietor. Miss Burke as first vice-president made a report embodying several recommendations. She stated that a number of changes should be made in the constitution; that special efforts should be made to get "salesladies" into the local unions; that the offices of secretary and treasurer should be merged into one, and a salary be attached; and should be made uniform. The presiding officer named committees to whom was to be referred different official reports, and appointed as a committee on rules and order Charles Hoover, Indianapolis: John McTaggart, Logansport and Henry Wein-

heimer, Peoria. The report of the secretary showed the organization to have made gratifying progress since its organization, and that it now had a balance on hand of \$100.91. A. B, Loebenberg, national organizer, reported that only seven unions took part at Detroit in the initiatory movement, while at this, the first convention, twenty-one organizations were represented. The question came up as to whether the sessions should be open or held with closed doors. The sentiment was general in favor of open meetings. and a motion to that effect was passed with an exception that, when necessary, executive sessions should be held. The convention then adjourned to meet this morning at 10 o'clock. The retail clerks' union of this city will give a banquet to the delegates at Taggart's Dining Hall, at the Union Station, to-morrow evening. The delegates will leave the Denison House, in procession, for the Union Station, at 8:50 P. M.

DAILY WEATHER BULLETIN.

Local Forecasts. For Indianapolis and Vicinity-For th twenty-four hours ending 8 P. M., July 14-Slightly cooler; fair weather; occasional increasing cloudiness and showers. GENERAL INDICATIONS.

WASHINGTON, July 13 .- Forecast till 8 P. M. Tuesday: For Indiana and Illinois-Showers; cooler; winds becoming northwest. For Ohio-Generally fair: continued high

temperature, except light showers and

slightly cooler on the lakes; southwest winds. Observations at Indianapolis. INDIANAPOLIS, July 13. Time. | Bar. | Ther. | R. H. | Wind. | Weather, | Pre. 7 A. M. 30.09 60 South Cloudless 0.00 45 South Cloudless 0.00 7 P. M. 30.00 85 Maximum temperature, 92; minimum temperature, 67. Following is a comparative statement of the

temperature and precipitation on July 13: Tem. Pre. 0.16 0.00 Mean..... -0.16

General Weather Conditions. MONDAY, July 13. 8 P. M. PRESSURE-The low area remained cen-

tral north from Lake Superior; a narrow low trough extends from the upper lakes southwestward to Mexico; from the Mississippi valley south of the lakes to the At-lantic the pressure is high, and a large high area in the Northwest is central, with 30.28, in Dakota.

TEMPERATURE-Sixty degrees and below is reported from central Minnesota and

ward; 80° and above from Kansas, Iowa, Illi-nois, Indiana, Ohio and western Pennsyl-vania southward. PRECIPITATION-Light local rains fell in the upper lake region and the northern Mississippi valley to Springfield, Ill., in Virginia, North Carolina and southern

Louisiana. PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the following-

named Indianians: Original—John McInery, Moses A. Lyons, John Rhile, Samuel Ranck, Samuel Shoity, Emanuel Hill, John E. Anderson, David Krauskill, George H. Collins, Charles M. Travis, Jos. Palmer, Samuel Parrott, Thomas Walker. Win. Coombs, John H. Harding, Ellis White, Robert Benge, Harrison Pogue, Levi G. Piank, Frederick Grund, William A. Donnell, Fintey M. Shaffer, William B. Ray, Isaac Waggart, John Miller, Edward Fisher, Jacob Rutter, Aaron H. Morris, George Priest, John W. Cox, Noah B. McClure, Samuel A. Leazer, John C. Myers, Henry Potter, Michael Gorman, David S. Henderson, David Finton, Thomas H. Porter, Elias Oberholtzer, Ebenezer D. Vinson, Griffith A. Morris, Byron M. Cotton, William Oury, Charles W. Osborne, John A. Justice, Charles Patterson, Valentine Fox, William H. H. Goodwin, Thomas Steele, William Long, Andrew Cramer, Abner W. Parkhurst, Jasper N. M. Broom, George McMahan, Milton T. Morris, Frederick Winnefelt (deceased), Joseph Miller, Leonidas N. Baxter, Thomas J. Peterson, John W. Patterson, Jacob M. Stahl, William Kochel, John H. McQuown, Dennis Lynn, Joseph Householder, Jacob Messing, Lyman Van Camp, Abram Krugh.

Increase—Albert B. Kelley.

Original Widows, etc—Minor of William H. Edington, Louise Winnefelt. Original-John McInery, Moses A. Lyons,

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Increase-William T. Hurst. Original Widows-Catharine Scanlon, Laura E. Sanderson, Anna Statz, Marie Willmaser.

Additional-George Long, John R. Starner,

THE LIFE OF A FREAK.

John O'Hara.

"Annie Bell, the Famous Fat Woman," Talks About Her Daily Routine. St. Paul Pioneer Press.

Annie Bell, the fat woman with the circus, sat on her elevated platform in the side-show tent, yesterday, and surveyed the gaping crowd with a nonchalance acquired from long experience as a freak. She was in full dress-that is, not much clothing—and the crowd pressed close around the platform, but Annie didn't mind

A red-headed son of Abraham, with an embryo "gloding-store"-keeper clinging to either hand, came in and stood in the front rank of spectators for a long time, and then passed on to the Albino, shaking his head. while the young ones looked back over their respective shoulders in open-mouthed won-

"Ab, there, my size!" sang out a young man in the crowd, who was trying to be funny.

Then an angular spinster came along, paused, glanced up through her spectacles at the serene Annie, exclaimed, "Oh, my! isn't that dreadful!" and passed by on the other side. Yet none of this affected Miss Bell-she was used to it all. Pretty soon the lecturer, with a hundred people at his heels, took his position near

the platform and delivered bimself of the following speech, called a "song" in show "You see before you, ladies and gentlemen, Miss Annie Bell, the giant fat girl

weight, 507 pounds; age, eighteen; height, six feet." Annie stood up and then sat down. This was all, and the lecturer, followed by most

of the spectators, went away to another part of the tent. "How did you happen to get into the freak business?" queried an inquisitive spectator, who rested his elbow at Miss Bell's feet and looked up into her not unattractive face.

"Oh, there was a show at my home. down in Ohio, about nine years ago, and some of us girls went to see it. I was pretty good sized then, and had been talking to some girls who had been on the stage, and they coaxed me to ask the manager for a chance to travel with the show. I went to see him, and he came and persuaded my mother to let me go. The first year my mother traveled with me, but since then I've been alone.

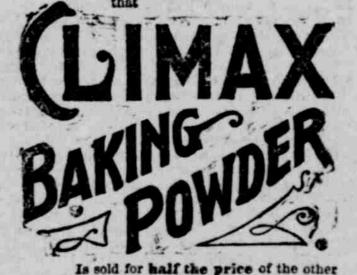
"Is the fat girl business hard to learn?" "What?" ejaculated Miss Bell. Then, as she began to suspect a deeply-hidden joke, she laughed all over and replied: "No; there's nothing to do but sit up here and let people look at you, and sell your photographs. All the money you get from them is yours, and the salary isn't bad, either." "Have you always been with Forepaugh?"

"No. I started out with Cole's show; then in 1886 I went to London with Barnum, and since then I've been with this show. In England the show business is altogether different from what it is in this country. We stayed in London all the time, and they ran special trains from all over the country. People came in crowds during the six months we were there, and they seemed to have never seen a show before. But they treated us nicely, and we had a good time. The legless man across the tent there was with the same show on that trip-we've traveled together a good deal. "Do you find it uncomfortable being s

freak?" "I've always been fleshy," said Annie, "and I don't mind it at all. Of course, I can't jump rope or play hop-scotch and never could, but I don't mind being fleshy so long as I am well. I like this business first rate.'

## PARDON US For referring to a subject so unusual, 20

It may possess interest for some to know



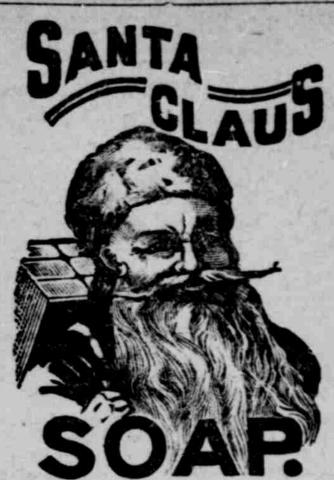
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